

CLASSIFICATION

~~SECRET~~COUNTRY Rumania

REPORT NO.

25X1

TOPIC Turnu Severin shipyardEVALUATION ☐ 25X1PLACE OBTAINED ☐DATE OF CONTENT up to July 1948

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DATE OBTAINED ☐

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DATE PREPARED

21 April 1950

REFERENCES

PAGES 5

ENCLOSURES (NO. & TYPE)

1 sketch on ditto

REMARKS

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A. Prefatory note

The correct official name of the so-called SRT Yard is Santierul Naval Turnu Severin (Turnu Severin Shipyard).

It is a nationalized plant and under the control of the Ministry of Traffic. It is a non-military plant which has nothing to do with the armed forces and was not militarized in the war. Only the guard detail consists of soldiers.

B. management, personnel, soviet control

1. General manager: Popescu, about 42 years old, tall, dark; he was formerly a smith in the shipyard and is a Communist. He was appointed to his present position in 1947.

Managing Engineer: Engineer Tancu, about 40 years old, married dark-complexioned, 1.68 m high. In the yard since 1947, previously in the Galatz shipyard where he was in charge of the shipbuilding section. He is a specialist in the design of submarines. An expert. He is not a Communist.

Deputy Managing Engineer:

Engineer Georgescu, 39 years old, married, working in the yard since 1939. An efficient expert.

2. labor and staff:

- a. Before the war the number of workmen was 1,200 to 1,500; during the war it was raised to 2,000. In 1948 the total of

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labor and staff amounted to 1,400 persons; 150 of them were officials and clerks. In addition there were 200 apprentices who have their own vocational-training school; lessons are held in a building in the city (generally at Bulv. Carol).

b. The labor is 95 percent Rumanian, including 2 percent women. Most of the working people are between the ages of 25 and 40. They mostly live in Turnu Severin, only a few of them in the nearby villages.

c. Political purges, especially among the officials, took place in 1946/1947.

d. The workmen are frequently compelled to do unpaid overtime work under the designation of voluntary Labor Service, and regularly on Saturday.

3. soviet control:

There is a permanent Soviet control and quality inspection (acceptance) commission with headquarters outside the shipyard in the office building of the SRT (No 1 on annex). This is a one-story building, 20x15 meters, with a mezzanine. All members of the Soviet commission wear civilian clothes. The commission has about five members.

C. Location, Traffic conditions

4. The area of the yard is level and about 6 or 7 meters above the mean level of the Danube. The shipyard area is shaped like an irregular trapeze, longitudinal sides 600 and 400 meters (the longer one is on the river side), the western side is 220 meters long, the eastern side 150 meters. The main entrance is on the eastern side. The control check clocks for the workmen are also there. Another entrance on the eastern side leads only to the administration buildings. The premises of the yard are surrounded by a board fence on the three landward sides, 2 meters high in the west and the east, and 2,5 to 3 meters in the north.

5. Approach roads, railroad sidings:

There are railroad sidings in the yard. The track comes from the railroad station of Turnu Severin which is about 1,200 meters west of the shipyard. It enters the premises of the yard on the western side and crosses the whole area parallel with the Danube, almost to the eastern side.

D. Buildings

(The serial numbers correspond to the numbers on the layout sketch)

(1) office building of the SRT (Sovrom Transport), outside the shipyard, headquarters of the yard's Soviet control commission.

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- (2) Administration building, 40x15 meters, ground floor and second story, accommodates the offices of the general manager and of the administration manager, the administration offices and the accounting office. A porter's lodge is on the ground floor.
- (3) Technical service. Ground floor and second story, size 15x8 meters with the office rooms of the managing engineer, drawing and calculating offices, etc.
- (4) Dwelling house of general manager, 20x12 meters.
- (5) An arbor, 4 meters in diameter, in the middle of the garden.
- (6) Park, about 60x80 meters
- (7) Boiler house and bath, 80x50x10 meters
- (8) Storehouse, for minor material and component parts tools etc. one-story, L-shaped, 60x25x15 meters.
- (9) Workshop building, 100x10x20 meters, with smithy, lathes, mechanical workshop, several cranes on traveling bridges. The interior is divided into several compartments by sheet-iron partitions.
- (10) Carpentry, 40x15x7 meters. The interior has several shops, i.e. rough and precision working shops, master carpenter's office etc.
- (11) Transformer cabin, 4x4x7 meters, where electric current is transformed to the voltage of the yard.
- (12) Crane, running on rails, for carrying material from the workshop to the slip.
- (13) Electrical workshop, 40x20 meters
- (15) Slip, "large slip", for building motor vessels and steamers, 150x70 meters.
- (14) Slip, "small slip", for building Danube barges (tow barges), 100x60 meters, 30 meters to the east.
- (16) Canteen with kitchen, a cantonment building 35x15 meters.
- (17) Trigonometrical beacon of yard.
- (18) Docking crane, for partial lifting of ships, 35 meters high. The boom of the crane reaches to about 25 meters across the Danube. The foot of the crane rests on an 8x8-meter concrete base. The crane can lift ships out of the water to a certain height so repair work can be done on the skin plating.
- (19) Foundry and forge, completed as late as 1948, with foundry for bronze castings etc., for making ship's propellers, pistons, crank shafts etc., with one smokestack.

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In early 1944, the shipyard was attacked by the US Air Force and the buildings in the NW section were damaged. As early as 1946 everything was rebuilt and all war damages repaired.

The most vulnerable spots in the yard are the boiler house and the transformer building.

E. Production, Capacity

6. Energy:

Electric and steam power are used for driving the machine tools and other machines.

The shipyard has no power station of its own but uses current from the public mains of the town of Turnu Severin which is transformed in the transformer house [REDACTED].

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Steam power is produced in the boiler house, fuel oil is used for combustion and arrives by way of the Danube.

7. Raw material, semi-finished products, etc.:

Semi-finished iron products, sheet iron etc. are supplied by the Reschitza Works and arrive by rail; timber is furnished by the Forest Administration of the vicinity. I.C. engines are ordered and arrive from abroad.

8. Prewar production:

Before the war this shipyard was the most important shipbuilding yard for both passenger and cargo vessels of the Rumanian Danube navigation. Among other vessels the passenger express Carol II was built in the late thirties and was about 80 meters long, 27 to 30 meters wide and her draft was 3.5 to 4 meters; she had two decks over the main deck. This pride of the Rumanian Danube fleet was sunk in 1940.

9. Production during the War:

During the war, only warships, PT boats for employment on the Danube and sea-going PT boats for the German Navy were built. At that time German engineers also worked in the yard. Repair work was continually done to warships and merchant vessels which had been damaged directly or indirectly by enemy action.

10. Present Production:

After 1945 river ships for the Soviet Union were built almost exclusively. Both specifications and other data for the ships are furnished by the Soviets. The engines arrive from the Soviet Union and are assembled in the yard. Repair work to Russian and Rumanian vessels is also done. The major part of the deliveries is on armistice and peace treaty account, i.e. they are not paid for; part of the deliveries, however, is made under the commercial treaty.

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11. Tests, Delivery:

Finished ships undergo their test runs on the Danube when they are inspected and taken over by the Soviet control commission. While the ships are under construction the Soviets do not interfere and leave everything to the Rumanian engineers. The Soviets do not appear until the ships are taken over. The accepted ships get Russian crews and proceed to the Soviet Union under their own power; they get Rumanian pilots as far as Galati.

12. Work Hours:

The shipyard works in two day shifts from 6 a.m. to 2 p.m. and from 2 p.m. to 10 p.m. Work in the workshops is continued after nightfall, but is discontinued on the slips.

Socialist Efficiency Competitions with other shipyards of the country are frequently held.

F. f. Protection

During the night the shipyard is guarded by Rumanian soldiers. During the day there are only the porters of the yard.

Comment:

The mentioned shipyard has been dealt with in a previous report.* The present report contains a layout sketch and detailed information on the leading persons and the mechanical equipment of the yard. A remarkable feature is the statement that the general (administrative) as well as the technical management of the shipyard are in Rumanian hands. Despite the fact that this shipyard is an enterprise of the govromtransport corporation (SRT) the Soviets confine themselves to the general control. In contrast, in the Soviet Zone of Germany, the posts of general managers in the Soviet corporations affiliated to them are, as a rule, held by Russians.

Annex: Turnu Severin shipyard

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